

**IN THE SPECIFICATION:**

[0019] The internal door cladding according to this invention is especially advantageous because the internal door cladding contains an airbag device as integral part, consisting ~~in~~ of an airbag, a directional shoot for the airbag and an airbag flap for closing the outlet opening of the airbag made in the internal door cladding. The internal door cladding with the airbag device can be therefore delivered assembled as an airbag module to the assembly line of a motor vehicle manufacture. This brings to a considerable reduction of the assembling effort. For instance the internal door cladding has a rebate for fitting into the fitting bead of the motor vehicle door. The internal door cladding can be pivoted downwards and fixed to the motor vehicle door for instance with a snap fit.

[0025] According to another preferred embodiment of the invention one or more collision elements are disposed in the directional shoot. ~~This or the~~ The directional shoot or collision elements serve to the orientation of the unfolding airbag towards the tear line. Preferably at least one of the collision elements is wedged-shaped.

[0034] According to another preferred embodiment of the invention the motor vehicle door with the device according to the invention are designed as a so called hybrid door. Hybrid doors and their manufacturing are known from prior art. (~~Compare to~~ <https://plastics.bayer.de/AG/DE/technology/1013/59/index.jsp> and <http://dbindustrie.svhfi.securitas.net/Al/resources/2b53f84ad7.pdf>).

[0043] Next to the limits 112 and 114 side limits of the directional shoot made this way are not necessary, especially not then, when the airbag 110 unfolds basically in the pointed direction 128. This can be achieved for instance by an adequate ~~sewage~~ sewing of the airbag 110.

[0055] Alternatively one or more collision elements 138 can for instance be disposed on the limit 112, as shown in Figure 2 with interrupted lines, in order to guide the unfolding airbag towards the ~~teat~~ tear line 124. Hereby or by means of further collision elements 138 the unfolding airbag is guided towards the tear line. Through the resulting

concentration of the unfolding force of the airbag 110 on the tear line 124 a relative low unfolding pressure is necessary, which is also an advantage for the diminishing of the injury risk as well as for the dimensioning of the device, particularly of the support 108 as well as the limits 112, 114.

[0062] Behind the exterior of the internal door cladding 104 its airbag device 156 is placed which has an airbag stretched lengthwise, a directional shoot and an airbag flap as well as other elements like for instance collision elements or reinforcement elements (compare to for instance the airbag 110, the limits 112, 114 and the airbag flap 122 as well as the collision element 138 of the Figures 1, 2, and 3).